

Avenue Road Study – Interim Update and Proposed Site-Specific Road Safety Improvements

Date: May 24, 2024

To: Toronto and East York Community Council

From: Director, Planning, Design & Management, Transportation Services

Wards: Ward 11 University-Rosedale, and Ward 12 Toronto-St. Paul's

SUMMARY

As the Toronto Transit Commission (TTC) operates a transit service on Avenue Road, City Council approval of this report is required.

As directed by City Council in 2019, the Area Transportation Planning unit in Transportation Services initiated a study of the Avenue Road corridor between Bloor Street West and St. Clair Avenue West, focused on improving pedestrian safety. The study's two objectives are to develop a vision for the road that improves safety for all road users, and to identify near-term actions that can be taken to move toward the vision, in advance of full road reconstruction. Over the last four years, Transportation Services has made several changes to the roadway to improve road user safety and reduce motor vehicle speeding.

This report provides an interim update on the Avenue Road Study and proposes site-specific safety improvements focused on the 280 metre segment between Davenport Road and Dupont Street, targeted for implementation beginning in 2024. A final Avenue Road Study report will be presented at a future Infrastructure and Environment Committee meeting to provide recommendations on the long-term vision, and near-term plan for the segment of Avenue Road between Dupont Street and St. Clair Avenue West.

As part of this report, Transportation Services is continuing to utilize the streamlined reporting process for by-law amendment submissions associated with road safety projects approved by Council for implementation. Once projects are approved by Council, the streamlined process involves delegation of authority to submit bills directly to Council for a discreet period of time after project implementation which enables Transportation Services to make minor adjustments to constructed conditions without delay and based on local Councillor and public feedback such as parking adjustments to improve sight-lines, adjustments or addition of accessible loading areas, and similar modifications.

RECOMMENDATIONS

The Director, Planning, Design & Management, Transportation Services recommends that:

1. City Council endorse the installation of a median between the northbound left-turn lane, and northbound centre through lane on Avenue Road between Dupont Street and a point 46 metres south, generally as shown on Attachment 2, Drawing ATP24-AR-MD-001 dated May 2024.
2. City Council prohibit northbound and southbound U-turn movements at all times on Avenue Road, between Dupont Street and Macpherson Avenue.
3. City Council designate the westerly southbound lane on Avenue Road, between Dupont Street and a point 50 metres north for southbound right-turns only, buses and bicycles excepted.
4. City Council authorize the installation of an intersection pedestrian signal at a mid-block location near 215 Avenue Road, between Pears Avenue and Roxborough Street West.
5. City Council authorize the installation of road safety improvements on Avenue Road between Davenport Road and Dupont Street, as generally outlined in Attachment 3.
6. City Council delegate, despite any City of Toronto By-law to the contrary, to the General Manager, Transportation Services, until November 1, 2027, for the purposes of implementing and then addressing operational and safety issues that may arise in relation to the projects identified in Recommendation 1-5, the authority to implement changes and submit directly to Council any necessary bills for by-law amendments to the schedules to City of Toronto Code Chapters on the streets and within the parameters as identified in Attachment 4 to the report (May 24, 2024) from the Director, Planning, Design & Management, Transportation Services, such the by-laws submitted be made permanent on November 1, 2027.
7. City Council authorize and direct the appropriate City officials to take the necessary action to give effect to the Council's decision, including the introduction in Council of any and all bills that may be required.

FINANCIAL IMPACT

Funding of \$4,000 in signage costs associated with the proposed amendments is available within the Transportation Services 2024 Operating Budget.

Funding of \$405,000 to implement the proposed median between Dupont Street and Roxborough Street West, safety improvements in front of the Church of Messiah, and

safety improvements between Roxborough Street West and Davenport Road can be accommodated within the 2024-2033 Capital Budget and Plan for Transportation Services.

Funding of \$200,000 to install a crosswalk at Ramsden Park is not currently identified in the 2024-2033 Capital Budget and Plan for Transportation Services but will be included for future budget submissions and are subject to availability and competing priorities within the 2025-2034 Capital Budget and Plan for Transportation Services.

DECISION HISTORY

On May 10, 2023, City Council adopted item TE4.66 - Pedestrian Safety on Avenue Road, Bloor Street West to St. Clair Avenue West. This report authorized speed limit reductions on Avenue Road, requested enhanced enforcement of road regulations, and a report back on the findings from Phase 2 of the Avenue Road Study.

<https://secure.toronto.ca/council/agenda-item.do?item=2023.TE4.66>

On February 7, 2023, City Council directed Transportation Services to ensure that the Avenue Road Study takes into consideration the Council-approved configuration of the Midtown Yonge Complete Street corridor.

<https://secure.toronto.ca/council/agenda-item.do?item=2023.IE1.4>

On December 15, 2021, City Council endorsed the new bikeway projects contained in the Near-Term Implementation Program (2022 – 2024), including a study of Avenue Road between Bloor Street West and St. Clair Avenue West.

<https://secure.toronto.ca/council/agenda-item.do?item=2021.IE26.9>

On October 1, 2021, City Council requested Transportation Services to ensure the scope of work for the Avenue Road Study North of Bloor Street West evaluates the Avenue Road Safety Coalition's complete streets concept and explore options to expedite implementation, including a pilot.

<https://secure.toronto.ca/council/agenda-item.do?item=2021.MM36.18>

On April 7, 2021, City Council adopted the Cycling Network Plan - 2021 Cycling Infrastructure Installation - First Quarter Update with amendments and authorized intersection improvements at Avenue Road and Davenport Road as part of the Davenport Bike Lane and Road Safety Upgrades project.

<https://secure.toronto.ca/council/agenda-item.do?item=2021.IE20.13>

On October 15, 2020, Toronto and East York Community Council directed Transportation Services to report back on the feasibility of a pedestrian safety improvement pilot project on Avenue Road between Davenport Road and St. Clair Avenue West, considering measures such as speed limit reduction to 40 km/h; and occupying curb lanes on both sides of Avenue Road and dedicating them for pedestrian use by separating them from live traffic with sturdy barriers and providing ramp access to existing sidewalks.

<https://secure.toronto.ca/council/agenda-item.do?item=2020.TE19.49>

On May 28, 2020, City Council adopted Cycling Network Plan Installations: Bloor West Bikeway Extension & ActiveTO Projects and requested Transportation Services to study extending the University Avenue cycle tracks north to Eglinton Avenue via Avenue Road and Oriole Parkway.

<https://secure.toronto.ca/council/agenda-item.do?item=2020.cc21.20>

On April 24, 2019, Toronto and East York Community Council adopted item TE5.81 - Follow-up to the Avenue Road Corridor Safety Review and directed Transportation Services to conduct a comprehensive safety review at all intersections and a speed limit review along the Avenue Road corridor between St. Clair Avenue West and Bloor Street West.

<https://secure.toronto.ca/council/agenda-item.do?item=2019.TE5.81>

On November 7, 2017, City Council adopted item TE27.48 - Corridor Safety Review - Avenue Road. This report included potential strategies for improving pedestrian and motorist safety through measures such as, pavement marking treatments, amended traffic regulations and geometric design modifications on Avenue Road, between St. Clair Avenue West and Davenport Road.

<https://secure.toronto.ca/council/agenda-item.do?item=2017.TE27.48>

COMMENTS

In 2019, the Area Transportation Planning unit in Transportation Services initiated a City Council-directed study of the Avenue Road corridor between Bloor Street West and St. Clair Avenue West (2 kilometre), focused on improving pedestrian safety. Road safety improvements involving changes to the number and allocation of motor vehicle lanes in the study area are being presented to City Council in two phases:

Phase 1

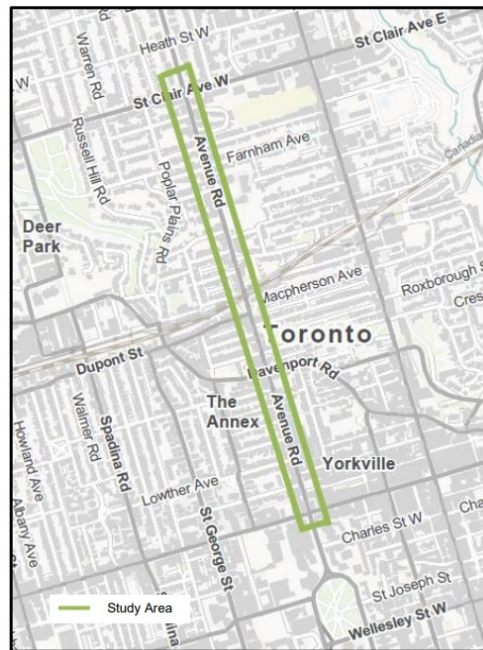
- This report provides an interim update on the Avenue Road Study and proposes site-specific safety improvements focused on the segment between Davenport Road and Dupont Street (280 metres), targeted for implementation beginning in 2024.
- Staff recommendations for complete street features (pedestrian buffer space, cycle track and motor vehicle lane reallocations) for the segment between Bloor Street West and Davenport Road (700 metres) are being considered at the Infrastructure and Environment Committee meeting on May 28, 2024 (see item [2024.IE14.4](#)).

Phase 2

- A report will be presented at a future Infrastructure and Environment Committee meeting to provide recommendations on the long-term vision, and near-term plan for the segment between Dupont Street and St. Clair Avenue West (1 kilometre).

Study Area

Avenue Road between Bloor Street West and St. Clair Avenue West is a major arterial road providing connections to local destinations in the area and is the northward extension of Queen's Park/University Avenue and provides access to the downtown core. There are approximately 30,000 motor vehicles per day, and motor vehicle operating speeds range from 50-69 kilometres per hour on this section of Avenue Road. At the time of data collection, the regulatory speed limit was 50 kilometres per hour. City Council approved a speed limit reduction to 40 kilometres per hour in May 2023, the speed limit signs were posted in July 2023. TTC bus route 13 services this segment of Avenue Road and provides a connection between Eglinton Subway Station and University Avenue.



Avenue Road's current road design reflects legacy standards; substandard sidewalks widths, no designated bikeways and a wide roadway that can encourage speeding. The street is 20 metres wide and has six motor vehicle travel lanes. The other sections of Avenue Road, between St. Clair Ave West and Highway 401, and the Queen's Park extension south of Bloor Street West, generally have four motor vehicle travel lanes. Curb lanes on Avenue Road are used for motor vehicle movement, rush-hour restricted motor vehicle parking, loading and unloading activities, and ongoing permitted construction staging for adjacent developments. Sidewalk widths along the corridor vary between 0.9 and 2.1 metres. Pedestrian clearways meet or exceed the standard of 2.1 metres between Bloor Street West and Elgin Street. Other segments have pedestrian clearway widths ranging between 0.9 and 1.5 metres which does not meet minimum provincial requirements specified in the Accessibility for Ontarians with Disabilities Act (AODA) or City guidelines.

10 Year Collision History

Collision history from the last ten years was reviewed with a special emphasis on collisions involving vulnerable road users, and those that resulted in death or serious injury. Collision history provided by the Toronto Police Service for the ten-year period ending on May 1, 2024 indicated that there have been 2250 reported collisions in the study area.

Of the 2250 reported collisions, three resulted in fatalities and ten resulted in serious injuries. All three collisions resulting in fatality involved people cycling. Of the ten collisions resulting in serious injuries, four involved pedestrians, one involved a person cycling and five resulted in injury to drivers and/or passengers. An additional 35 collisions involved pedestrians, and 40 involved people cycling, but did not result in serious injuries or fatalities.

Recent Improvements to Avenue Road

Over the past four years, Transportation Services has made changes along the corridor to improve road user safety and reduce motor vehicle speeding. Changes include:

- Avenue Road between St. Clair Avenue West and Bloor Street West was designated as a Community Safety Zone in 2019;
- Intersection improvements at Avenue Road and Davenport Road were implemented as part of the Davenport Bike Lane and Road Safety Upgrades project in September 2022;
- Pavement marking improvements and bollards were implemented at Roxborough Street West and Avenue Road in October 2022;
- Speed limit was reduced from 50 kilometres per hour to 40 kilometres per hour on Avenue Road between St. Clair Avenue West and Bloor Street West and signs were installed in July 2023; and
- Temporary Automated Speed Enforcement camera was installed in December 2023.

Proposed Site-Specific Road Safety Improvements

Road Safety Improvements and Lane Reallocation on Avenue Road between Davenport Road and Dupont Street

Transportation Services is recommending road safety improvements and a complete street redesign on Avenue Road between Davenport Road and Dupont Street to improve the comfort and safety for all road users, particularly for pedestrians.

Proposed cross-sections and intersection designs include complete street features, four motor vehicle travel lanes, with additional turn lanes where appropriate, and fit within the existing curb to curb space. Complete street elements proposed on Avenue Road between Davenport Road and Dupont Street include: buffer space between active vehicle travel lanes and sidewalks, road-level pedestrian space, intersection improvements, designated on-street parking and loading space. Design options were developed and evaluated through the study process and presented to the public. These can be found on the [project website](#).

Transportation Services recommends road safety improvements on the west side of Avenue Road between Davenport Road and Dupont Street, and the east side of Avenue Road between Davenport Road and Chicora Avenue. These proposed road safety improvements would require a reduction in the number of mid-block motor vehicle travel lanes from six to four. The proposed design includes one additional motor vehicle travel lane to accommodate turning movements at Davenport Road and Dupont Street, the two major arterial intersections on this segment of Avenue Road, in order to prevent lengthy queuing and discourage the use of local streets in the neighbourhood for cut-through traffic.

The proposed road safety improvements aim to create a more comfortable pedestrian environment by providing additional pedestrian space (at road-level) and separation between motor vehicle lanes and sidewalks, by providing all-day parking and buffer space, where feasible. The proposed design would improve intersection conditions for pedestrians by adding curb extensions and reducing the corner radii which would slow

turning vehicles and increase the visibility of pedestrians crossing north and south along Avenue Road. The proposed design supports speed reduction by narrowing motor vehicle travel lanes to minimum widths. Slower motor vehicle speeds improve safety conditions for pedestrians and people cycling and are an integral component of the Vision Zero Road Safety Plan's Speed Management Strategy. The proposed motor vehicle lane reduction and associated road safety improvements could be implemented in 2024 and 2025, subject to City Council approval.

Proposed Design – Avenue Road (Davenport Road to Pears Avenue)

- The reduction of motor vehicle lanes from six (three in each direction) to five (two northbound and three southbound) at the intersection of Davenport Road;
- A designated southbound right-turn lane at the intersection of Davenport Road and Avenue Road;
- The reduction of motor vehicle lanes from six (three in each direction) to four (two in each direction) from south of Pears Avenue to Chicora Avenue;
- At-grade (road level) pedestrian space with accessible ramping and physical barrier separation on the east side of Avenue Road south of Pears Avenue;
- Curbside buffer on the east side of Avenue Road north of Davenport Road;
- Three full-time Pay and Display on-street parking spaces on the west side of Avenue Road near Pears Avenue and four full-time Pay and Display on-street parking spaces on the east side of Avenue Road; and
- Curb extensions and radii reductions at the intersection of Avenue Road and Pears Avenue.

Proposed Design – Avenue Road (Pears Avenue to Chicora Avenue)

- The reduction of motor vehicle lanes from six (three in each direction) to four (two in each direction);
- Curb extensions and radii reductions at the intersections of Avenue Road and Pears Avenue;
- At-grade (road level) pedestrian space with accessible ramping in front of Ramsden Park;
- Addition of a new crosswalk at Ramsden Park entrance;
- Curbside buffer space on the west side of Avenue Road; and
- Seven full-time Pay and Display on-street parking spaces on the west side and twelve Pay and Display parking spaces on the east side of Avenue Road between Pears Avenue and Chicora Avenue.

Proposed Design – Avenue Road (Chicora Avenue to Dupont Street)

- The reduction of motor vehicle lanes from six (three in each direction) to five (three northbound and two southbound);
- Curb extensions and radii reductions at the intersections of Avenue Road and Chicora Avenue, and Avenue Road and Dupont Street;
- Curbside buffer space on the west side of Avenue Road in front of the Church of the Messiah;
- Eight full-time Pay and Display on-street parking spaces on the west side of Avenue Road between the Church of the Messiah and Chicora Avenue;
- A physical median between the northbound left-turn and northbound-through lanes on Avenue Road between Roxborough Street West and Dupont Street; and

- A designated southbound right-turn lane at the intersection of Avenue Road and Dupont Street.

Parking Impacts

The recommended design would maintain all 34 of the existing Toronto Parking Authority Pay and Display on-street parking spaces on Avenue Road between Davenport Road and Dupont Street and would convert them to full-time operation.

Parking utilization data provided by the Toronto Parking Authority show that utilization is high or over capacity for the spaces between Davenport Road and Dupont Street (Table 1). Transportation Services does not recommend the removal of any on-street parking in this segment.

Table 1: On-Street Parking Utilization Rates on Avenue Road between Davenport Road and Dupont Street

On-Street Parking Area	Year	Peak Occupancy %	Avg Daily Peak Occupancy %	Average Friday	Average Saturday	Average Weekend (Fri-Sun)
Avenue Road, West Side	2022	135.0%	49%	57.0%	43.0%	41.0%
Avenue Road, East Side	2022	143%	78%	91%	66%	64%
Avenue Road, West Side	2023	100.0%	53%	59%	48%	47%
Avenue Road, East Side	2023	143%	80%	89%	66%	66%

Interim Geometric Safety Improvements at the Church of the Messiah

The Church of the Messiah (site of the Avenue Road Food Bank) is located at 240 Avenue Road, at the southwest corner of the Avenue Road and Dupont Street intersection. The main entrance to the church and food bank is located on Dupont Street. The Ward Councillor, on behalf of the Avenue Road Food Bank, expressed concerns about the safety of pedestrians and visitors of the food bank due to its proximity to active vehicle travel lanes. The sidewalks along this segment of Avenue Road are narrow; sidewalk widths range from 0.9 metres and 1.8 metres and do not provide buffer space from active motor vehicle travel lanes. To address the concerns,

Transportation Services recommends interim geometric safety improvements on Avenue Road in front of the Church of the Messiah, as shown in Attachment 1:

- Curb radius reduction on the southwest corner;
- Physically separated curbside buffer space; and
- Pavement markings and bollards to reinforce the separation and better communicate the lane reallocation.

These changes would improve safety for all road users by reducing the speed of right-turning vehicles (turning southbound off Dupont Street onto Avenue Road), improving visibility of pedestrians crossing the street, reducing the crossing distance for pedestrians, and providing a protected buffer space between pedestrians/food bank visitors and active motor vehicle travel lanes. These changes would create a more comfortable pedestrian environment and could reduce the likelihood and severity of potential collisions, particularly between motor vehicles and vulnerable road users.

The recommended interim geometric safety improvements require changes to the permissible travel movements at the Avenue Road and Dupont Street intersection. Transportation Services recommends converting the southbound curb lane (north of Dupont Street) from a shared through and right-turn lane, to a right-turn only lane. Currently, vehicles can perform a through movement using any of the three southbound lanes on the north leg of the intersection. The safety improvements in front of the Church of the Messiah would reduce the number of receiving southbound lanes from three to two. The right-turn lane would prevent southbound motorists from continuing through the intersection into the curbside buffer space.

Transportation Services conducted an eight-hour turning movement count at the intersection of Avenue Road and Dupont Street in June 2023. The study observed 8,254 vehicles travelling in the southbound direction: 21% made a right-turn onto Dupont Street, and 79% travelled through, continuing on Avenue Road. The dedicated southbound right-turn lane would support the right-turning movements and maintain an acceptable level of service at the intersection.

Subject to City Council approval, interim geometric safety improvements in front of the Church of the Messiah are targeted for implementation in 2024.

Safety Improvements between Roxborough Street West and Dupont Street

Area residents raised concerns about the safety conditions at the intersection of Roxborough Street West and Avenue Road, and the 60 metre road segment of Avenue Road between Roxborough Street West and Dupont Street. Feedback collected throughout consultation suggested that motorists travelling westbound on Roxborough Street turn right on Avenue Road and quickly merge across two lanes in order to make a left turn on Dupont Street. Community concerns about pedestrian safety at the Roxborough Street West and Avenue Road intersection are common; pedestrians crossing north and south across Roxborough Street West are not always given the right-of-way because motorists are focused on turning and merging on Avenue Road. Roxborough Street West is the only east-west road that provides a westbound

connection between Yonge Street and Avenue Road between Davenport Road and the CN Rail Corridor.

In recent years, Transportation Services has investigated options and implemented changes to improve safety conditions for pedestrians and compliance with turn restrictions at Avenue Road and Roxborough Street West. Most recently, in October 2022, Transportation Services installed bollards on Roxborough Street West at Avenue Road to clearly delineate the westbound right-turn lane and better communicate the left-turn restriction. The changes have not reduced the pedestrian safety concerns, or quick right-turning maneuvers and lane changing on Avenue Road between Roxborough Street West and Dupont Street.

As part of the Avenue Road Study and in response to community requests, Transportation Services investigated the feasibility of removing time-based northbound left-turn prohibitions at Avenue Road and Davenport Road, in order to provide an alternative westbound route and potentially alleviate the conditions at Roxborough Street West and Avenue Road. However, technical feasibility assessment and intersection modelling indicated the removal of northbound left-turn prohibition at Davenport Road would result in long queuing, negatively impacting the intersection operation, and could potentially result in cut-through traffic into residential streets.

Transportation Services also investigated the feasibility of implementing a right-turn restriction for westbound motor vehicles at Roxborough Street West, and the removal of the left-turn prohibition at Roxborough Street West. A right-turn restriction on Roxborough Street West is not feasible because of the all-day left-turn restriction. An all-day, or timed right-turn restriction would prohibit motor vehicles from exiting onto Avenue Road, essentially creating a dead-end. A change or removal of the left-turn prohibition is not recommended; left-turns onto Avenue Road from Roxborough Street West create collision risks because they conflict with both the southbound travel movements on Avenue Road, and the eastbound right-turns from Dupont Street to Avenue Road.

Staff investigated the feasibility of removing the northbound left-turn prohibition at the intersection of Davenport Road and Avenue Road to reduce the number of motor vehicles turning at Dupont Street, and reduce the desire for motorists to travel on Roxborough Street West to access Dupont Street. Findings from intersection testing and modelling indicated that the queue length of vehicles waiting to make a northbound left-turn at Davenport Road would exceed the block length and extend south of Bernard Avenue. The intersection level of service would decline, and could encourage infiltration onto local neighbourhood streets.

Roxborough Street West at Avenue Road is characterized by the following conditions:

- It is a two-lane, east-west local roadway with a westerly terminus at Avenue Road
- It operates two-way traffic on a pavement width of approximately 10.1 metres
- The speed limit is 30 km/h
- Heavy trucks are prohibited at all times
- There is no TTC service provided
- There are sidewalks located on both sides of the street

- There is a westbound left-turn prohibition at all times
- Hare Krishna Temple is located on the northeast corner
- It is north of Ramsden Park and south of Jay MacPherson Green

A review of the collision history for the ten-year period ending on May 1, 2024 identified 285 collisions on Avenue Road between Roxborough Street West and Dupont Street. Of the 285 reported collisions, one collision at the intersection of Roxborough Street West and Avenue Road involved two motor vehicles and one pedestrian, and resulted in a serious injury. An additional three collisions involved people cycling but did not result in any serious injuries. The largest proportion of motor vehicle impact types were “turning” collisions (40 percent) followed by “rear end” collisions (22 percent) and “sideswipe” collisions (22 percent).

Transportation Services conducted a turning movement count at the intersection of Avenue Road and Roxborough Street West on Wednesday, October 12, 2022. Turning movement counts indicated that there is high compliance (96%) with the westbound left-turn restriction.

Table 2: Turning Movements at Avenue Road and Roxborough Street West

Time Period	Southbound left-turns	Northbound right-turns	Westbound left-turns	Westbound right-turns
7:30 a.m. to 6:00 p.m.	582	339	52	1281

Transportation Services conducted a site investigation to observe vehicle turning movements and travel patterns on Avenue Road between Roxborough Street West and Dupont Street on Wednesday, October 4, 2023 from 8:45 a.m. to 9:45 a.m. and 4:30 p.m. to 5:30 p.m. A total of 308 vehicles were observed exiting Roxborough Street West; 304 turned right and 4 made an illegal left-turn. Of the 304 vehicles, 195 (64 percent) proceeded to change lanes and make a left-turn onto Dupont Street. A similar number of vehicles were observed in the morning and afternoon periods; 161 and 147, respectively. However, more vehicles performed this maneuver in the morning (72 percent) than in the afternoon (55 percent).

To prevent these unsafe maneuvers and potential collision risk and improve pedestrian safety conditions, a physical median is proposed between the northbound left-turn lane and northbound centre through lane on Avenue Road from Roxborough Street West to Dupont Street. The proposed design of the physical median is shown in Attachment 2. This would prevent the motor vehicles exiting Roxborough Street West from accessing the northbound-left turn at Dupont Street. To reinforce the operational changes imposed by the median, staff recommend the prohibitions of northbound and southbound U-turn movements at all times on Avenue Road, between Dupont Street and Macpherson Avenue.

The proposed median would improve safety for pedestrians and people cycling by discouraging aggressive and unsafe driving maneuvers. It may also lower the risk of collisions by reducing the likelihood of unsafe maneuvers and lane merging.

The proposed median would also discourage cut-through traffic by making Roxborough Street West a less attractive route. Subject to City Council approval, the physical median would be targeted for implementation in 2024.

Proposed Mid-Block Intersection Pedestrian Signal Crossing at Ramsden Park

Residents and community interest groups have identified opportunities to improve the Avenue Road entrance to Ramsden Park and provide pedestrian crossing opportunities across Avenue Road, a community-identified desire line. The closest traffic control signals are located at Dupont Street and Davenport Road, approximately 118 metres north and 147 metres south, respectively.

Ramsden Park, located at 215 Avenue Road on the east side of Avenue Road between Pears Avenue and Roxborough Street West. It is a popular local destination and a pedestrian trip generator; it provides a direct pedestrian connection to Yonge Street.

In July 2023, City Council adopted an off-site parkland conveyance of the properties located at 207 and 209 Avenue Road to increase the park frontage on Avenue Road from approximately 10 to 30 metres. The removal of the buildings and expansion of the Ramsden Park frontage on Avenue Road is expected to increase the attractiveness of the entrance and presence of vulnerable road users, especially pedestrians.

Given the changing area conditions, Transportation Services recommends installing a new signalized pedestrian crossing in proximity to the Ramsden Park entrance. Subject to City Council approval of the proposed safety improvements and reduction in the number of motor vehicle lanes, the installation of the new pedestrian signal and associated civil work would be targeted for 2025.

Planned Localized Safety Improvements

Permanent Automated Speed Enforcement

Avenue Road between St. Clair Avenue and Bloor Street West has been identified as a priority location for the installation of a permanent Automated Speed Enforcement (ASE) camera. The review of speed data has shown a pattern of excessive speeding along Avenue Road where motor vehicle operating speeds are 15-20km/h above the posted speed limit. A site has been selected for the installation of a permanent ASE camera between Edmund Avenue and Cottingham Street and at the time of writing this report, is in the permitting review stage of the process. Subject to approval, the permanent ASE camera is anticipated to be installed in summer 2024.

Public Consultation

Engagement with residents and local interest groups for the Avenue Road Study took place from spring 2022 to winter 2024. A variety of methods were used to notify members of the public and interest groups about the project and opportunities to participate in consultation activities, including a project webpage, mailed notices, emails to the subscription list, social media posts and a dedicated number and email address.

Feedback collected throughout the consultation suggested five key themes: concerns about road user safety, concerns about motor vehicle speeds, insufficient sidewalk space and the desire for better separation between pedestrians and active travel lanes, the lack of bikeways, and concerns about traffic flow and congestion on Avenue Road and neighbourhood streets.

From fall 2023 to winter 2024, residents and local interest groups were presented the proposed near-term actions and long-term vision for Avenue Road and asked to provide feedback on the design options. The response to both the proposed near-term actions and long-term vision was mixed.

Participants who supported the proposal expressed that the changes would improve safety conditions for vulnerable road users (e.g. school children and seniors), support the Council-approved Climate Action Strategy and Vision Zero Road Safety Plan goals, and would encourage a shift to active transportation modes. Participants who were unsupportive neither supported the near-term actions, nor long-term vision. They expressed concerns with the impacts of the lane reduction, potential increase in congestion on Avenue Road, reduced safety conditions and increased vehicle volumes on neighbourhood streets, and a perception of negative environmental impacts caused by vehicle idling. Many also disputed the necessity of the proposed changes given the perceived low levels of pedestrian and cycling activity on Avenue Road.

The recommended and planned road safety changes described in this report respond to site specific safety concerns identified through consultation. All public consultation materials are available on the project website, toronto.ca/AvenueRoadStudy

Next Steps

Subject to City Council approval, Transportation Services would commence the detailed design of the road safety improvements on Avenue Road between Davenport Road and Dupont Street. Further engagement with internal partners (e.g. TTC and Toronto Parking Authority), impacted properties and community interest groups would take place in 2024.

Implementation of the proposed median on Avenue Road near Roxborough Street West, and physically separated buffer space in front of the Church of the Messiah (Avenue Road Food Bank) is targeted for implementation in 2024. The remainder of the road safety changes are targeted for completion in 2025.

A final Avenue Road Study report will be presented at a future Infrastructure and Environment Committee meeting to provide recommendations on the long-term vision, and near-term plan for the segment of Avenue Road between Dupont Street and St. Clair Avenue West.

The Ward Councillors have been advised of the recommendations in this report.

CONTACT

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SIGNATURE

Jacquelyn Hayward
Director, Planning, Design & Management
Transportation Services

ATTACHMENTS

Attachment 1: Interim Geometric Safety Improvements at the Church of the Messiah

Attachment 2: Safety Improvements between Roxborough Street West and Dupont Street

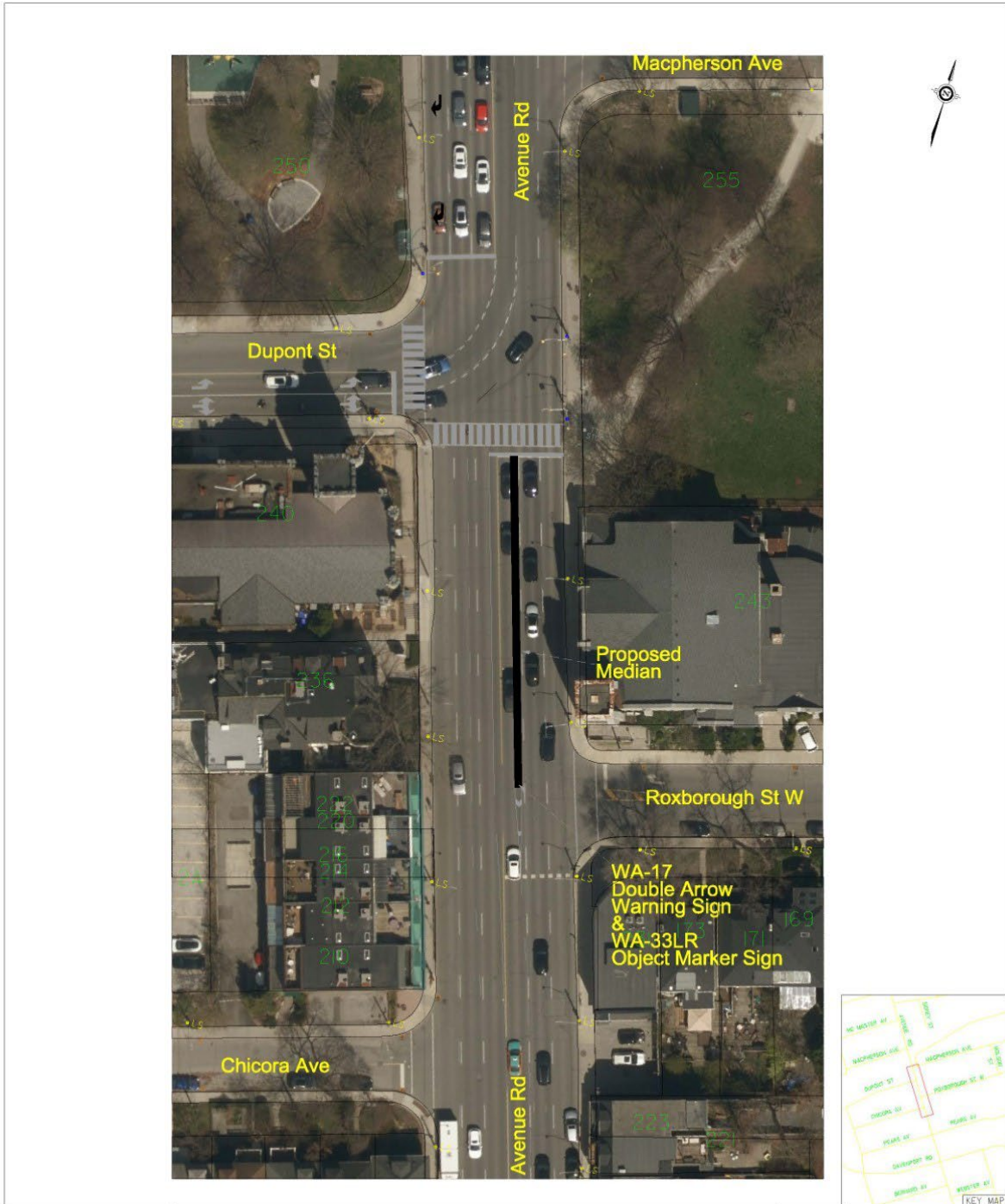
Attachment 3: Proposed road safety improvements on Avenue Road between Davenport Road and Dupont Street

Attachment 4: Streamlined Reporting Process for By-Law Amendments

Attachment 1: Interim Geometric Safety Improvements at the Church of the Messiah

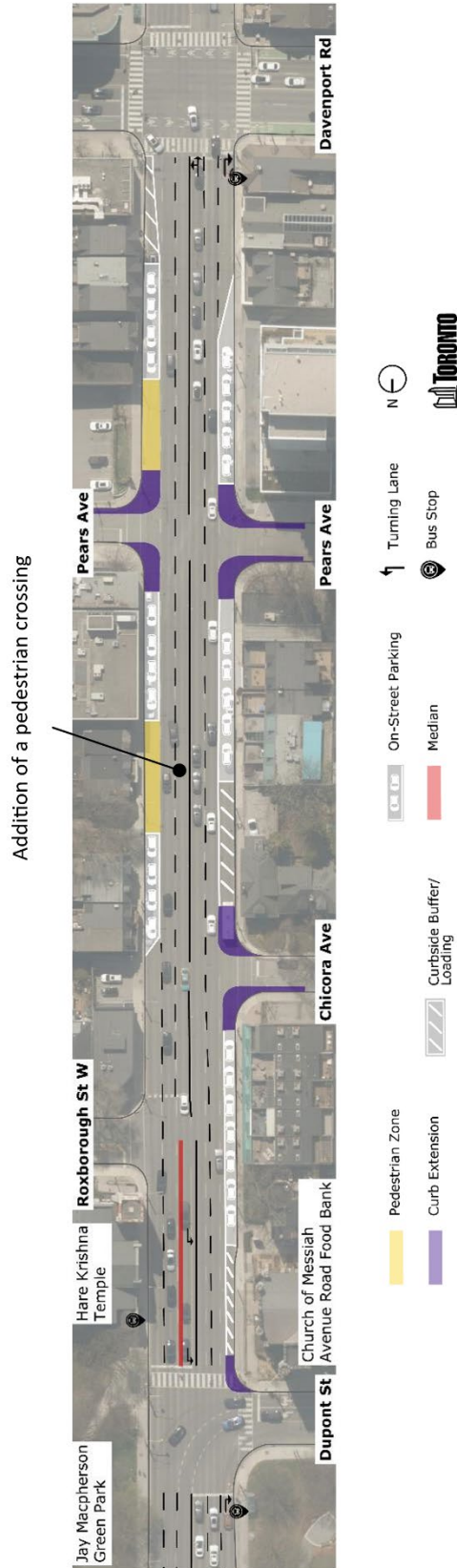


Attachment 2: Safety Improvements between Roxborough Street West and Dupont Street



	TRANSPORTATION SERVICES	DRAWING NUMBER	ATP24-AR-MD-001
	AVENUE ROAD & DUPONT STREET (TEY) QUICK BUILD SAFETY IMPROVEMENT PLAN (MEDIAN)	SCALE	1:500
		DESIGN & DRAWN BY:	M.M.
		DATE	MAY 2024

Attachment 3: Proposed road safety improvements on Avenue Road between Davenport Road and Dupont Street



Attachment 4: Streamlined Reporting Process for By-Law Amendments

List of Traffic and Parking By-Laws Proposed for Delegation

Chapter 886 – Footpaths, Pedestrian Ways, Bicycle Paths, Bicycle Lanes and Cycle Tracks

- Schedule B, Pedestrian Ways
- Schedule D, Designated Lanes for Bicycles
- Schedule E, Cycle Tracks

Chapter 903 - Parking for Persons with Disabilities

- Schedule II, Designated On-Street Parking for Permit Holders
- Schedule III, Designated On-Street Loading Zones for Permit Holders

Chapter 910 - Parking Machines and Meters

- Schedule I, Parking Machines
- Schedule II, Parking Machine Locations Designated as Electric Vehicle Charging Stations
- Schedule III, Parking Meters

Chapter 925 – Permit Parking

- Schedule A, Permit Parking

Chapter 950 -Traffic and Parking

- Schedule V, Stands for Taxicabs
- Schedule VI, Commercial Loading Zones
- Schedule VII, Passenger Loading Zones
- Schedule VIII, Bus Parking Zones
- Schedule IX, Delivery Vehicle Parking Zones
- Schedule X, Bus Loading Zones
- Schedule XIII, No Parking
- Schedule XIV, No Stopping
- Schedule XV, Parking for Restricted Periods
- Schedule XVI, No Standing
- Schedule XVIII, One-Way Highways
- Schedule XIX, One-way Traffic Lanes
- Schedule XX, Two-way Left-Turn-Only Lanes
- Schedule XXII, Reserved Lanes for Designated Classes of Vehicles
- Schedule XXIII, Prohibited Turns
- Schedule XXIV, Compulsory turns
- Schedule XXV, Entry Prohibited
- Schedule XXXVII, School Bus Loading Zones
- Schedule XXXVIII, Pedestrian Crossovers
- Schedule XLIV, Electric Vehicle Charging Station Parking

List of Streets and Street Segments Proposed For Delegation

Street Name	From	To
Avenue Road	Macpherson Avenue	Davenport Road